

Hongkong Daily Press.

ESTABLISHED 1857.

No 13,300 號百叁千叁萬壹第 日式初月玖年六十二緒光 HONGKONG, WEDNESDAY, OCTOBER 24TH, 1900. 叁拜禮 號肆十式月十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

TWO TONICS.

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**A. S. WATSON & CO.
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WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong
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Apply to G. C. ANDERSON,
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The sale of this good Scotch increases month
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FAMOUS
KILMARNOCK WHISKY.**

This World-renowned
FINE OLD HIGHLAND WHISKIES are shipped
by CUTLER, PALMER & CO., and
are obtainable in Hongkong of
G. C. ANDERSON,
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Hongkong, 28th July, 1897.

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Price \$10.75 PER DOZEN

Net

"SPECIAL BLEND" WHISKY
Blend
of Selected
Distillations of the
Finest Scotch Whiskies

Apply to

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7.30 a.m. to 8.30 a.m. Every quarter of an hour
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Extra Night cars at 11.30 and 11.45 p.m.

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SPECIAL CARS by arrangement at the Com-
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Hongkong, 1st May 1900.

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THE pleasure of cycling consists in having
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tablishment is always leading in this respect.
We are Agents for the famous "NEW
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and we also supply fitting of every description.
Repairs can be had in second hand Machines.
Repairs executed with promptitude and skill.
Enamelling a specialty.

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Established 1719.
CHAMPAGNE GROWERS AND
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Sole Agents.
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PORTLAND CEMENT.
\$5.00 per Cask of 87½ lbs net or Factory.
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TONIC AND REFRESHING.

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M.A., Illustrated with Photos
taken by the Author ... 7.00

Lawn Tennis, by W. Baddeley ... 70

Crickets, by Ford, Richardson and Kemp ... 70

Dollar and Rupee Exchange Tables ... 3.00

Pall Mall Magazine, vol. 21 ... 4.50

China in Decay, by Alexis Krause, the
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China ... 1.75

Pitman's Advanced Bookkeeping ... 70

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Smith ... 3.00

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T. Jane, Illustrated ... 7.50

Day by Day Cookery Book—Breakfasts,
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La Renovation de L'Asie, Sibirie, Chine,
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L. ETT'S DIARIES, 1901.

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E. R. Scidmore ... 5.00

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Walton, M.P. ... 1.50

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MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c.,
"GLADIATOR" Packing, for High Pressures. Recognized by leading Engineers to be the
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METALLIC BOILER JOINTS are SUPPLIED to H. M. and other FOREIGN NAVIES.
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FUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities.
"CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts
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ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK.
Chief Superintendent ... THOMAS SKINNER.
Superintendent ... ARCHIBALD RITCHIE.
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PARIS EXHIBITION, 1900.

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(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO.

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THE ROYAL PIANOS.

TWO OF THIS FAMOUS-AMERICAN MAKE AT A SPECIALLY LOW PRICE

TO INTRODUCE

RACHALS' PIANOS, "THE EVERLASTING" SIX MORE UNPACKING

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS OF ALL THE

FAMOUS MAKEES.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

THE ROBINSON PIANO CO., LD.

LOONG FI HORSE REPOSITORY.

SITUATED at No. 2, MATHESON

Street, Wong-nai-cheung, near No. 1

Police Station, and three minutes' drive from

Windsor Garden and Restaurant. CAR-

RIAGES for HIRE at Cheap Rates.

Hongkong, 22nd October, 1900.

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WINDSOR GARDEN & RESTAURANT.

A PLEASANT 15 minutes' drive from town

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SITUATION UNSURPASSED.

THE Finest Hotel in the East. Rooms

with Private Bathrooms attached.

CURRIES A SPECIALITY

Every Home Comfort.

Electric Bells throughout the Hotel.

Electric Lights.

Electric Fans.

Terms Moderate.

SARKIES BROTHERS

Proprietors.

Hongkong, 16th August, 1900.

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7

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HONGKONG HOTEL.

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by

Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor

CHARGES MODERATE.

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THE

PEAK HOTEL.

City Office: 7, Duddell Street.

1028

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, The PEAK, near the

Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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FIRST-CLASS PRIVATE HOTEL.

Handsome Furniture and Exceedingly

Spacious Rooms.

Very MODERATE TERMS TO FAMIL-

IES by the DAY, WEEK, or MONTH.

SINGLE ROOMS from \$4 a day, inclusive

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THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-

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The Hotel is situated near all the Banks and

Principal Offices in the Colony.

Special Attention paid to the Comfort of

Guests.

Cuisine excellent; under Experienced Man-

agement.

Terms Moderate.

A. FONSECA,

Manager.

Hongkong, 1st December, 1899.

KOWLOON HOTEL.

THIS HOTEL is situated in a quiet

locality, away from the din and distur-

bance of the City, and surrounded by a deli-

cious garden, it is an ideal place of Residence.

The building stands on an eminence, giving a

magnificent view of the Harbour and the

City of Victoria. It is within easy access of

the Kowloon Wharves, where the principal

Mail Steamers disembark Passengers, and from

which there is a regular ferry service to Hong-

kong.

Bowling Alleys and Billiards.

The Cuisine is Excellent.

J. W. OSBOURNE, J. H. DOWNS,

Proprietors.

Hongkong, 8th September, 1900.

HING KEE HOTEL.

(ESTABLISHED 1873)

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INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
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SPECIAL LINES.

SCOTCH WHISKY.

COGNAC BRANDY.

(HENNESSY'S).

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FROM THE FINEST CHATEAUX.

PORT &
SHERRY.

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Celebrated firm

GEO. G. SANDERSON, SONS & CO.]

AERATED WATERS.

ABSOLUTE PURITY GUARANTEED.

HONGKONG DISPENSARY.

ESTABLISHED 1811.

MARRIAGE.

On the 12th September, at St. Joseph's Church, Montreal, Count Louis TERNI de GREGORY, Lieutenant Royal Italian Navy, et est son of Count Edoardo TERNI de GREGORY, of Crema, Lombardy, to WINIFRED ADELAIDE, only child of Francis E. TAYLOR, of the Imperial Maritime Customs, China.

DEATH.

On the 15th September, at Brighton, WILLIAM CHARLES BEAUMONT MILNE, only son of the late Rev. W. C. MILNE, I.M.S., Assistant Chinese Secretary to H.M.'s Legation, Peking.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, October 24th, 1900

The failure of the artists in the illustrated papers to grasp and portray the characteristic features of the Chinese is typical of the ignorance prevailing at home with regard to China generally. A Japanese girl serving in a Chinese tea-shop and a "Boxer" leader mounted on a CATON WOODVILLE horse of at least seventeen hands are not a bit more exaggerated than LO FENG-LUN's statement that "an Imperial Edict cannot lie." And yet both seem to be accepted by the public at home as being a truthful record of things as they are in China. The Government are no better informed; but relying on the general ignorance they feel that they can with safety assume an attitude of passive resistance to the demands of that small portion of the people who, more fully posted than their neighbours, ask that a steady and lasting policy should be adopted and carried out in the Far East. Two reasons can, in a measure, be given for the neglect of interests vital to the trading classes of England, in addition to the one of general ignorance already referred to. The one is the reaction following the pitch of excitement to which the public were worked up by the reported massacre of the inmates of the Legations. The other is the false estimate conveyed to them of the power of a fighting resistance on the part of the Chinese, due to the somewhat unexpected opposition offered by the foreign drilled troops round Tientsin and Peking. Public indignation once excited and finding itself deceived, will not be easily raised again, and the fear of rousing what they consider the overwhelming forces of the

whole of China act as a deterrent now to those who in their more excited moments would have been advocates of a strong policy at any cost. We say mistaken estimate of the power of fighting resistance advisedly, because, to those who know the country, it is absurd to suppose that the Chinese troops could offer successful resistance for any length of time to this large body of foreign troops that will be under the command of Count VON WALDERSEE. Transport alone precludes any such idea, not to mention the impossibility of the Chinese supplying their soldiers with arms and ammunition when their sources of foreign supply is cut off, their principal northern arsenals in the hands of the enemy, and the certainty that their southern ones could be in a few hours reduced to ruins by half a dozen of the allied fleet.

Unfortunately the spirit which actuates the Government at home is reflected by its representatives out here. Never at any time anxious to take up their nationals' interests, owing to the certainty that their action would get no backing from the Foreign Office, their attitude is accentuated by the state of affairs now prevailing in China and the resultant desire to avoid any cause of friction with the provincial officials. Evils which at other times would call forth a protest, feeble indeed, but still a protest, are now allowed to pass unheeded—sacrificed to the bugbear of "keeping the Chinese in the central and southern provinces quiet at any cost; regardless of the well-known axiom in Oriental politics that force combined with strict justice is the one thing that commands Eastern obedience and respect. It was not by such a policy as is now being pursued that CLIVE or WARREN HASTINGS were wont to secure the safety of those whom they desired to protect. Swift, sharp retribution following deeds of evil quickly taught even native princes of a fighting race that it was safer to make a friend than an enemy of that stern hard Englishman whose deeds follow so close on his words, and who, be it friend or foe, never forgot or forgave. Compare this with the nerveless, lifeless attitude we have assumed throughout this struggle. A Minister shut up in Peking seems to have paralysed our Foreign Office, who, instead of at once grasping the situation and giving over the control to the man most fitted to assume charge, left our various representatives throughout China to take such disjointed and individual action as they thought fit, with the result that their general attitude is listless inactivity "relieved only by the expectation of the arrival of the newspaper to learn how things are going on"—as it was not inapplicable described by a recent traveller in China. So much for the past and the immediate present; but what about the future? Thinking men will do well to ponder on the causes which have brought about such a state of things, and strenuous efforts must be made in order to force the Government to inaugurate and carry out a policy in support of legitimate British interests in China—a policy which can only be brought into being if backed by the force of strong public opinion at home; and a policy which the appointment of Sir ERNEST SATOW as Minister to Peking gives no guarantee will be adopted and pursued. England must give one of her best and ablest sons to the task now confronting her in China, or bitterly will she regret in the future her failure to secure that position which the preponderance of her trade justly entitles her to take.

Captain Superintendent May returned to the New Territory on Monday night. No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday. The Telegraph Companies informed us yesterday morning that communication with Annam and Tonkin via Saigon was interrupted. The P. & O. steamer *Coromandel* left Singapore for this port on the 23rd inst., at 1 p.m., with the outward English mails, and is due here on the 28th inst. at about 6 p.m. The *Haitan*, which arrived yesterday from Foochow, Amoy and Swatow, reported H. M. S. *Isis* at the first place, and the German cruiser *Bussard* and two Dutch cruisers at Swatow. The latter must be the *Holland* and *Koningin Wilhelmina der Nederlanden*.

A Government Gazette Extraordinary published yesterday announced that submarine mining work practice in the fairway off Belchers would take place on Tuesday and Thursday, the 23rd and 25th instant. There will be no actual obstruction to the channel, as anything laid out will be at the bottom. Two boats will be anchored just outside the southern limits of the channel for a few hours on each day. On Monday evening a German sailor named John Herman went to the Sallow Home at West Point a little worse for liquor. When in the dormitory he began to argue with another sailor named Charles Lohet, with whom he had been going about. Not being very proficient in English he was coming off second best in the wordy war when he clinched matters by striking the other man in the face. For this he was taken before Mr. Hazeland yesterday and fined \$5 and also bound over to keep the peace.

The British steamer *Stetten*, hired by the Russian Government, left yesterday for Vladivostok with 25 Russian officers and 2,685 men on board.

On Monday evening Inspector Baker and a party of police visited house No. 68, First Street, and found there 17 people playing at "Pai-kau" in a room on the third floor. The police arrested six, including the two keepers of the house, and yesterday they were all mulcted in the usual penalty.

Inspector Ford with a party of police executed a gambling warrant at No. 23, Cross Street, on the 21st inst. and arrested 11 men there. They were taken before Mr. Hazeland yesterday. Two of them were fined \$15 each for keeping a common gaming-house, and the rest \$3 each, or 14 days, for gambling.

Yesterday morning Sergeant Terret visited a steamer which was about to start for Au Hoi and Namtau. He found among the passengers a woman who had a couple of buckets in her possession apparently containing rice. Under the rice, however, he found 100 boxes of percussion caps. She was taken to the Police Station and fined \$100.

Some girls employed as cigarette workers were returning from work on Saturday afternoon, and when in Second Street a man named Un Chun caused a great crowd to follow them by calling them objectionable names. He called a girl named Chan Fun a dirty pig, and when she asked him not to abuse her he slapped her in the face. He also abused another girl. Fortunately an Indian constable saw what took place and marched the loiterer up to the police station. Yesterday the man was fined \$10, or 14 days, for assault, and \$5, or 14 days, for making use of abusive language.

For behaving in the disorderly manner in an opium seller's shop at 429, Queen's Road West, and damaging a watch, a Chinawoman was yesterday fined \$5, or 14 days. It seems that on Monday she returned to the shop with some opium which she had bought the previous day. She said it was not enough. There were two kerosene lamps in the room and she was stamping on the counter. He told her to go away, whereupon she caught hold of his jacket and caused his watch to fall to the ground and break. She then wanted to run away, but he would not let her.

At the Magistracy yesterday William Boog, a seaman out of employ, was charged with attempting to commit suicide. A Chinese man who lives in the same boarding house as the defendant said that at 1.30 p.m. on the 15th inst. he returned to his room and found the defendant with the end of a rope in his hand, the other end being tied to a hook. The end in the man's hand was in a noose and he was just about to put it round his neck, but the Chinaman prevented him from doing so. On the man being examined by Dr. Thomson he was found to be of sound mind, but of weak intelligence. Under the circumstances he was cautioned and discharged.

The steam-launch *Wai Hoi* left the harbour at about six o'clock on Sunday evening towing the *Yee Yeh* lorch, the latter being laden with \$10,000 worth of kerosene oil, coal, and iron, which was owned by Chinese merchants and was being conveyed to Wuchow. When near Lin Tin Island on the Canton River a heavy squall came on and the lorch began to ship water, things ultimately beginning to look so serious that the kerosene oil was thrown overboard. The launch dropped the tow. An attempt was made to pick it up, but the rope broke, and as it was getting dark the launch took on board the 15 hands who were on the lorch, abandoned her, and put in at Lin Tin. At daylight the following morning the launch went out to search for the lorch, but was unable to find her, and it is feared that she and her cargo are lost.

A coolie employed by the Kowloon Wharf and Godown Company preferred a charge of assault against the No. 2 coolie at the Magistracy yesterday. He told Mr. Hazeland that on Sunday at noon he was working in the new godown. The defendant was also there. When he asked him to return him \$3, which he had lent to him three days previously, he distinctly said he would not pay him. At about four o'clock in the afternoon when in the coolie quarters the defendant told him he no longer required his services as a coolie. He asked him to give him the wages due to him, as he wanted to return to the country. The defendant thereupon went into the kitchen, returning with a chopper, with which he struck him twice on the head, making the marks shown. The complainant added that it was a good job the police station was near or else he would have been killed, as a crowd of the defendant's clamorous set upon him. His Worship: We don't want to know about the Police Station. What happened then?—The defendant, con, juring, said that when he went to the police station they all run away. He had no witnesses. The defendant's story was somewhat different. He said: On the day in question we were in the new godown doing some work. I am the second head coolie there. Several tens of men were working in the godown beside the complainant. The complainant stood there doing nothing. He would not work. I told him to work and he refused. I said, "It is no use your standing there. If you don't work you had better clear out." So he went to the coolie quarters. When I went to the coolie quarters at four o'clock I asked him what he intended to do, and said that if he did not intend to work I should not require him any more. Upon this he asked a basin at my head. It missed me, but rebounded broke and struck the complainant. His Worship: There is not sufficient evidence to convict this man, and he is accordingly discharged.

The announcement is made from St. Petersburg that Prince Gagarin has been appointed Russian Consul at Nagasaki.

The Bishop of Macao, who has been inspecting the Portuguese Mission at Singapore and Malacca, accompanied by Fathers Goncalves and De Souza, was among the passengers by the French mail steamer *Tonkin*, on his way to Macao.

Latest information from Newchwang is that there are plenty of beans and produce on country, but owing to the numerous bands of brigands roving about, the boatmen are afraid to leave the villages without armed escorts, which are not allowed by the authorities.

Viscount Aoki, the Japanese Minister for Foreign Affairs, has not followed in the wake of the Premier and other ministers, who tendered their resignations, for, it is said, he has deemed it advisable not to leave the portfolio under existing diplomatic circumstances until a new Ministry has been organised.

According to a Japanese paper the Japanese torpedo destroyer *Niji*, which sank the other day off Shantung Promontory, has been almost brought to the surface. The torpedo-tender *Toyokuni*, which has been assisting in the operations, has been able to leave for Shantung. It is said that the *Niji* will be brought to Sasebo for repairs.

According to the Shanghai Union, the steel steamer *Meiji* has been launched at Furukawa's yard to the order of Messrs. Melchers & Co., the Norddeutscher Lloyd's agents. She is a stern-wheeler, and designed for the Hankow-Tientsin trade, "with a spoon-shaped bow, flat bottom, and run-up stern." The boilers are well forward and the engines at the extreme after end.

The October number of the Hongkong Church Missionary Association's *From Month to Month* reports that, owing to the unsettled state of Canton, the Training School for Native Agents has been removed temporarily to Hongkong. The students are allowed by the Bishop the use of the Chapel and one of the Class Rooms at St. Paul's College.

Baron Nishi and Baron Yamaguchi seem to have had a narrow escape in Peking on the 15th September. The *Nichi Nichi Shinbun* says that they were visiting the tomb of the last Emperor of China and paying respect to his memory by offering cakes and flowers, when they were fired on from an adjacent building. It was subsequently found that a party of Boxers were still lurking in the vicinity.

The Rugby Football season will open tomorrow, Thursday, the 25th inst., when the Civilian will meet the Army and Navy combined. Play starts at 4.30 sharp. The following team will represent the Civilian—D. Wood (hook); Grieve, Beattie, Hawkins, and A. N. Other (three-quarters); Cox and McMurtrie (half-backs); Johnson, Hallifax, Bishop, Wilson, Clark, Sandford, Ardron and Noble (forwards). Referee—Mr. A. F. Williamson. Civilian will play in Club colours.

The *Le Yacht* states that the Chinese thd. *Haitan*, which fell to the share of France at Taku, has been renamed *Taku*. She was built by Schichau, of Elbing, in 1898. Her length is 193ft.; beam, 21ft.; displacement 250 tons; engines, Schichau type, 6,000-h.p. Her speed on her trials with 25 tons of coal in her bunkers was 35.2 knots, and with a full load 33.6 knots, or 30 to 31 knots with natural draught, and a supply of coal and water sufficient for a run of 5,000 miles. Admiral Courjeolles has put her in charge of two officers and 32 men.

On the 29th instant a party of excise officers, accompanied by a European constable, boarded the French mail steamer *Loos*, which was on her way home. In the servants' quarters they found 59 skins and 13 tins, containing 960 tins of prepared opium. They arrested two servants who appeared to be in charge of the opium, but Captain Flaudin refused to allow the officers to take their prisoners off the ship, though a Magistrate's warrant was produced. He, however, did not object to let the opium come ashore. Further action will be taken in the matter.

Quite a chapter of unusual occurrences has brought about an increase of from 20 to 30 per cent in the price of Moji coal compared with the last month's tariff. A Japanese vernacular paper states the primary reason to be the demand for coal from foreign steamship companies, and from Japanese factories at Kobe and Osaka. Other reasons which have been not out for the unprecedented rise in the price of the mineral is the scarcity of labourers, and the damage done to the mines by the recent storm. The quotations now prevailing are very high, but the coal merchants are not inclined to dispose of their stocks, anticipating a further rise in prices. The paper adds there is reason to believe that a slight fall in prices will occur in the near future.

Many friends of M. Leon Vincart will regret to learn of his departure to-day at one o'clock, says the *Siam Free Press* of the 8th inst., by the s.s. *Phra Chom Klao*, for Hongkong. M. Vincart has been promoted to the rank of Minister Plenipotentiary to Corea. The Belgian Government has ordered him thither in order to formulate a treaty. We also hear that the Belgian Government has obtained a railway concession, as well as an important concession in gold mines in that kingdom. We join with M. Vincart's friends in wishing him full success in his important mission, and congratulate him upon the distinction bestowed on him. Hoge von Salern, the German Minister, M. De Vionand, the new Belgian Consul, Mr. and Mrs. Henneux and children, Nai Thony and several other gentlemen saw M. Vincart on board.

The place on the Mediterranean station of H.M.S. *Dido*, now out in China waters, has been taken by H.M.S. *Vindictive*.

The steam-launch *Cape Clear*, which was sold by public auction at Bangkok a few days ago, and was purchased by a Mr. Downie, has been resold by him, and is to be taken to Manila next week.

Hitherto there has been no law in Siam against obtaining money by false pretences, but a Royal Decree making this a criminal offence was issued on the 25th ult. A person convicted is liable to imprisonment for a period, not exceeding two years, or to a fine.

It is reported that the Nippon Yusen Kaisha, for the further extension of its business, has decided to construct six more ocean steamers, each having a tonnage of 8,000. It is not yet known whether these steamers will be constructed at home or abroad, but it is conjectured that three or four of them will be ordered from England.

Sanitary inspection was enforced at Nagasaki from the 9th inst. against vessels arriving there from Chinese ports, with animals, hides, skins, or bones on board, or any other article likely to assist in spreading cattle disease. No such cargo as mentioned above is allowed to be discharged without being inspected by the sanitary officials.

The *Bangkok Times* of the 11th inst. has the following announcement:—"We came to hand by the mail, yesterday, of the death, in the Augusta Hospital, Berlin, of Mr. F. Flügger, late German Vice-Consul at Bangkok. It will be remembered that Mr. Flügger went home on leave, on account of ill health, about two years ago, and his death will be deeply regretted by all who know him. He was in Bangkok for over eight years."

The *Siam Free Press* is informed that three of the frames of the s.s. *Macbeth*, in port now, deserted from the vessel yesterday, and the rest struck work and also left to-day. The captain and officers are said to have been obliged to borrow hands from other ships so that the work on board may be done. Although an increase of pay is offered for fresh men to take the boat out to Hongkong, it seems it has been of no use yet. The conduct of the men is so far unaccountable.

The *Singapore Free Press*, in referring to the rise of 10 per cent on the passenger rates of the various steamship lines, observes:—"The cause put down for the increase is the enhanced prices of the coals. It comes at a time when, by the rise in exchange, an increase of 5 per cent is already added to the sterling receipts of the various companies. It is hard to believe that the cost of coals bears such a proportion to the cost of transporting passengers as to justify so large an increase as ten per cent. Perhaps the success of the Conference in cargo-rate fixing has had something to do with it."

Last month twenty postal and telegraph officials arrived at Vladivostok from European Russia for the purpose of assisting the staff already employed there. Further steps have been taken to restore the railway from Port Arthur through Munkden to Kirin, and the line will be extended from Kirin in a due easterly direction to Vladivostok. This projected line will run parallel to the line already running from Peking to Vladivostok, but it will be rather more than 100 miles south of it, and it will skirt the northernmost extremity of Corea. Regular passenger traffic was to be opened between Nikolai and Chabin during September.

Arrangements, says a Moscow correspondent quoted in the *L. and C. Express*, are being made to go back to the system of ten years ago to get goods conveyed to Siberia. The railway is useless, being completely blocked by military trains. The rivers are in the same condition, the steamers having no space to spare for ordinary merchandise. At the same time, the scarcity of many of the first necessities of life over a great part of Siberia this year, heightened as it is by the influx of large numbers of troops who depend on the country for their supplies, makes it a matter of extreme consequence to the trader to get his stocks up to so good a market. Neither rail nor river steam-service being available, Moscow merchants are preparing to despatch caravans of goods in the good old way by horses.

On the appointment of Sir Ernest Satow to Peking the *London and China Express* says:—"It is always unpleasant to enter anything in the shape of a personal protest, but we have sufficient authority for saying that the appointment of Sir Ernest Satow to succeed Sir Claude MacDonald at Peking is viewed with the greatest dissatisfaction by the China community; and that a very strong protest will be entered against it. It is not only that the appointment is felt to be undesirable in itself, but that the occasion called for the nomination of a diplomat of high standing. Extreme disappointment is felt on both grounds, but as the appointment is certain to evoke protest, we prefer for the moment to refrain from further comment. Sir Ernest Satow, K.C.M.G., was born in 1843. He took his B.A. degree at University College, London, in 1861. He accompanied Colonel Neale, the Charge d'Affaires, to Japan, and was present at the battle of Kagosima, in September, 1863, and at the bombardment of Shimonoseki. In 1865 he was appointed an interpreter in Japanese, and promoted to be Japanese Secretary in 1868, and Second Secretary of Legation in 1870. In 1883 he was made a C.M.G., and K.C.M.G. in 1885. He was promoted to be Agent at Bangkok in 1884. He was transferred to Monte Video in 1885, and promoted to be Minister of Morocco in 1893. Two years later he returned to Japan as Minister Plenipotentiary."

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 22nd October, 8.49 p.m.

SHANGHAI SATISFIED WITH THE ANGLO-GERMAN AGREEMENT.

The Anglo-German Agreement gives general satisfaction at Shanghai.

NEW TAOTAI NOT YET SENT TO SHANGHAI.

The new anti-foreign Taotai recently appointed to Shanghai has not yet received his commission. Possibly Liu Kung-yi delays sending him here in accordance with the prayers of the notables and gentry of Shanghai.

London, 22nd October, 7.50 p.m.

EUROPEAN OPINION ON THE AGREEMENT.

Irritation prevails in France, owing to a misconception that Russia was not invited to subscribe to the Agreement. Elsewhere opinion is favourable, though many English journals are dubious about its utility unless the Agreement is made retrospective.

AN AMBIGUOUS STATEMENT.

The *Norddeutscher Zeitung* says that Germany undertakes no obligation to make her influence felt where other Powers already possess special rights.

GENERAL NEWS.

London, 22nd October, 7.50 p.m.

DEATH OF GEN. SHERMAN.

General Sherman has died at Washington.

SPAIN—GEN. WEYLER'S PROMOTION.

General Weyler has been appointed Captain-General at Madrid. The Cabinet, having disagreed on the matter, has resigned.

REUTER'S SERVICE.

London, 21st October.

GENERAL BULLER RETURNS TO ENGLAND.

General Buller has embarked at Durban for England.

FRANCE AND MR. KRUGER.

The responsible Paris newspapers discourage Kruger demonstrations.

THE UNITED STATES AND THE TRANSVAAL PRISONERS.

Mr. Chaote has been instructed to ask for the transference to a more salubrious place, or for the release on parole of any Irish-Americans imprisoned in Ceylon.

THE LIBERAL PARTY.

The Imperial Liberal Council has adopted resolutions calling for a re-organisation of the Party on an Imperial basis and a disavowal of *Little Englanders*.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

The 34th ordinary meeting of the shareholders in the China Traders' Insurance Company, Limited, was held at the offices, Queen's Buildings, yesterday at noon. Mr. A. J. Raymond, president, and there were also present Messrs. A. Haupt, J. Thurnham (directors), H. P. Wedman (Acting Secretary), E. Osborne, G. T. Vaitch, S. A. Joseph, R. C. Wilcox, R. K. Leigh, G. H. Dunn, J. C. Peter, O. Palmer, W. H. Wickham, and F. D. Goddard.

The CHAIRMAN said:—Gentlemen, the report and statement of accounts having been in your hands for some time, we will, with your permission and in accordance with our usual custom, take them as read. There is little in them that calls for any special comment, but you will notice with satisfaction that both our net profits and balance of working account show an improvement, enabling us after payment of the same dividend and bonus as last year, to materially increase the amount carried forward, which however is still considerably less than the provision which was formerly made, and which we hope again in the near future to make. Latterly the political troubles, which have unfortunately occurred in China, have made the conduct of our business more than usually difficult, but I am glad to be able to inform you that notwithstanding these difficulties, the volume of our business has been well maintained, and the Board have every confidence both as regards the present position of the Company and its future. The loans on mortgage have been submitted to the usual scrutiny, and our surveyors' reports are as usual thoroughly satisfactory. The bulk of our mortgage was invested in good property, and the value of property was much lower than it is to-day. There is no other point which occurs to need any comment, but before moving the adoption of the report I shall be glad to reply to any questions that shareholders may wish to ask.

There being no questions the report was adopted, on the motion of the CHAIRMAN, seconded by Mr. OSBORNE. On the motion of Mr. PETER, seconded by Mr. VERRON, Messrs. Haupt and Satchwell were elected auditors. On the motion of Mr. WILCOX, seconded by Mr. PETER, Messrs. Arnold and Jeffreys were re-elected auditors.

The CHAIRMAN:—Thank you very much for your attendance. Dividend warrants will be ready to-morrow.

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"GUTHRIE."
Captain McArthur, will be despatched for the above ports on FRIDAY, the 26th inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon is carried. N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th October, 1900. [2593]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Sure Steamship

"YAWATA MARU."
(3,820 tons gross, Captain A. E. Moore, will be despatched for the above port on FRIDAY, the 26th inst., at 4 p.m.)

This new Mail Steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried. Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 17th October, 1900. [2675]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG."
Captain Penhelfer, will be despatched for the above ports on SATURDAY, the 27th inst., at 5 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th October, 1900. [2658]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU."
Captain T. Orita, will be despatched for the above ports on SUNDAY, the 28th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 22nd October, 1900. [15]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHANGSHA."
Captain Moore, will be despatched as above on MONDAY, the 12th November, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by the Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2586]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE HATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO, AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLSBET CITY" On 20th Nov. 3,000 Tons.

The Steamship "CARLSBET CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA, and HONOLULU, on TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of goods should be stated.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th October, 1900. [14]

VESSELS ON THE BERTH

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ANAPA."
will be despatched for the above port on FRIDAY, the 26th October, p.m.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 23rd October, 1900. [2715]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"MALTA."
Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched for this for Marseilles and London direct on SATURDAY, the 27th October, at Noon, taking passengers and cargo for the above ports.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 16th October, 1900. [1]

"GLEN" LINE OF STEAMERS.

FOR LONDON (via SUEZ CANAL).

THE Company's Steamship

"GLENGYLE."
Captain Durke, will be despatched as above on SATURDAY, the 27th October.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 29th September, 1900. [2642]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG."
Captain Quail, will be despatched as above on SUNDAY, the 28th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd October, 1900. [2647]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Oct. 30, 1900, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

THE Twin-Screw Steamship

"NIPPON MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 30th October, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th October, 1900. [5]

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 31st inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 17th October, 1900. [1443]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBE, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 5th November, 1900, at 1 p.m., the Company's Steamship "SYDNEY," Captain Aubert, with Mail, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Armand Behic*, which vessel takes on her Passengers and Mails, leaving that port on the 17th November direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 4th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd October, 1900. [2]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Nov. 8, at NOON.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at NOON.

THE Company's Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 8th November, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th October, 1900. [3]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA

THE Company's Steamship

"CHANGSHA."
Captain Moore, will be despatched as above on MONDAY, the 23rd November, at NOON.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th October, 1900. [2567]

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Nov. 17, at NOON.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at NOON.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 17th November, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (at vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 24th October, 1900. [4]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

UNITED STATES & CHINA JAPAN STEAMSHIP LINE.

ROB. M. SLOMAN & Co., HAMBURG.

NOTICE TO CONSIGNEES.

FROM NEW-YORK AND MANILA.

THE Steamship

"CLAVERTY,"

having arrived from the above ports, Consignees of General Cargo are hereby informed that their Goods with the exception of Valuables are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

All ship-damaged Goods must be left in the Godowns and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the vessel's arrival, after which no claims will be recognised, and Goods remaining undelivered after the 27th instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

CARLOWITZ & CO., Agents.

Hongkong, 20th October, 1900. [2703]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN."

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 23rd October, and THURSDAY, the 25th October, at 9.30 a.m.

All claims must reach us before the 28th October, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELBOURNE & CO., Agents.

Hongkong, 18th October, 1900. [8 2606]

NOTICES TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after 3 p.m. of the 24th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.

Hongkong, 22nd October, 1900. [2712]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "BENLARG."

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 5th proximo, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 29th instant, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd October, 1900. [2713]

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SUEVIA."

Captain Forel, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before the 22nd instant, at 5 p.m.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 3 p.m.

No Fire Insurance has been effected. SIEMSEN & CO., Agents.

Hongkong, 22nd October, 1900. [2711]

CARMICHAEL & BARLOW,

CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS.

QUEEN'S BUILDINGS.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	GLENGHLYE	Brit. str.	—	Darke	McGREGOR BROS. & GOW	On 27th inst.
LONDON VIA SUEZ CANAL	IDOMENEUS	Brit. str.	—	Riley	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	BOMBAY	Brit. str.	—	G. W. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st Nov.
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 13th Nov.
LONDON VIA SUEZ CANAL	AJAX	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th Nov.
LIVERPOOL DIRECT	TANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
BREMEN VIA PORTS OF CALL	OLDENBURG	Ger. str.	—	F. J. Cole	MELCHERS & CO.	On 31st inst. at Noon.
MARSEILLES & LONDON DIRECT	SANUKI MARU	Jap. str.	—	W. Townsend	P. & O. S. N. Co.	On 27th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, Y. S. PORE, &c.	SANUKI MARU	Jap. str.	—	Aubert	MESSAGERIES MARITIMES	On 2nd Nov. at Daylight.
MARSEILLES, LONDON & ANTWERP, Y. S. PORE, &c.	SANUKI MARU	Jap. str.	—	Schlaefke	CARLOWITZ & CO.	On 5th Nov. at 1 P.M.
HAVRE & HAMBURG	SANUKI MARU	Jap. str.	—	Forck	CARLOWITZ & CO.	On or about 2nd Nov.
HAVRE & HAMBURG	SANUKI MARU	Jap. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 18th Nov.
HAVRE & HAMBURG	SANUKI MARU	Jap. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 2nd Dec.
NEW YORK VIA SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	—	M. J. Carnow	NIPPON YUSEN KAISHA	On 24th inst.
VANCOUVER VIA SHANGHAI &c.	IDZUMI MARU	Jap. str.	—	W. Watt	DOUGLAS & CO. LIMITED	On 24th inst.
VICTORIA, B.C., &c. VIA SHANGHAI &c.	MONMOUTHSHIRE	Brit. str.	—	Kennedy	T. M. STEVENS & CO.	On or about 25th inst.
PORTLAND, OREGON VIA JAPAN	NIPPON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 30th inst.
SAN FRANCISCO VIA AMOY, &c.	CITY OF RIO DE JANEIRO	Amr. str.	—	—	PACIFIC MAIL S. S. CO.	On 8th Nov. at Noon.
SAN FRANCISCO VIA SHANGHAI &c.	CITY OF RIO DE JANEIRO	Amr. str.	—	—	O. & O. S. S. Co.	On 17th Nov. at Noon.
SAN FRANCISCO VIA AMOY, &c.	CITY OF RIO DE JANEIRO	Amr. str.	—	—	BUTTERFIELD & SWIRE	On 20th Nov.
SAN DIEGO, &c. VIA SHANGHAI &c.	CITY OF RIO DE JANEIRO	Amr. str.	—	—	GIBB, LIVINGSTON & CO.	On 26th inst. at Daylight.
AUSTRALIAN PORTS	CITY OF RIO DE JANEIRO	Amr. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
AUSTRALIAN PORTS	CITY OF RIO DE JANEIRO	Amr. str.	—	—	BUTTERFIELD & SWIRE	On 12th Nov. at Noon.
YOKOHAMA	CITY OF RIO DE JANEIRO	Amr. str.	—	—	SIEMSEN & CO.	To-day, at 4 P.M.
YOKOHAMA & KOBE	CITY OF RIO DE JANEIRO	Amr. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	CITY OF RIO DE JANEIRO	Amr. str.	—	—	NIPPON YUSEN KAISHA	On 20th inst. at Daylight.
NAGASAKI & YOKOHAMA	CITY OF RIO DE JANEIRO	Amr. str.	—	—	SIEMSEN & CO.	On 27th inst. at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	CITY OF RIO DE JANEIRO	Amr. str.	—	—	SHAW, TOMES & CO.	On or about 18th Nov.
MOJI, KOBE & YOKOHAMA	CITY OF RIO DE JANEIRO	Amr. str.	—	—	NIPPON YUSEN KAISHA	On 4th Nov. at Daylight.
SHANGHAI	CITY OF RIO DE JANEIRO	Amr. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	CITY OF RIO DE JANEIRO	Amr. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI & JAPAN	CITY OF RIO DE JANEIRO	Amr. str.	—	—	SIEMSEN & CO.	On 27th inst. at 5 P.M.
SHANGHAI	CITY OF RIO DE JANEIRO	Amr. str.	—	—	P. & O. S. N. Co.	On or about 26th inst.
SWATOW, AMOY & FOCHOW	CITY OF RIO DE JANEIRO	Amr. str.	—	—	P. & O. S. N. Co.	On or about 26th inst.
SWATOW, AMOY & TAIWAN	CITY OF RIO DE JANEIRO	Amr. str.	—	—	DOUGLAS LARPAK & CO.	To-morrow, at Daylight.
SWATOW, AMOY & TAIWAN	CITY OF RIO DE JANEIRO	Amr. str.	—	—	MIYU BUSSAN KAISHA	On 28th inst. at Daylight.
FOCHOW VIA SWATOW & AMOY	CITY OF RIO DE JANEIRO	Amr. str.	—	—	MIYU BUSSAN KAISHA	On 8th inst. at Daylight.
MANILA DIRECT	CITY OF RIO DE JANEIRO	Amr. str.	—	—	SHAW, TOMES & CO.	To-morrow, at 5 P.M.
MANILA	CITY OF RIO DE JANEIRO	Amr. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst. at 4 P.M.
MANILA, JEBU & ILOILO	CITY OF RIO DE JANEIRO	Amr. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst. at 4 P.M.
MANILA	CITY OF RIO DE JANEIRO	Amr. str.	—	—	JARDINE, MATHESON & CO.	On 23rd Nov. at Noon.
SINGAPORE, PENANG & CALCUTTA	CITY OF RIO DE JANEIRO	Amr. str.	—	—	DAVID SASSOON, SONS & CO.	To-day, at Noon.
SINGAPORE, SAMARANG & SOERABAYA	CITY OF RIO DE JANEIRO	Amr. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst. at 3 P.M.

SHIPPING.

ARRIVALS.
Oct. 22, MENMUIR, British str., 1,286, R. W. Almond, Manila 19th October. Heap and General.—SHAW, TOMES & CO.
Oct. 23, H. H. MEIER, German str., 3,259, H. Pernes, Tak 10th October. Bullant.—MELCHERS & CO.
Oct. 23, MONKIN, French str., 2,327, Vaguer, Marseilles 23rd Sept. and Saigon 20th Oct., Mails and General.—MESSAGERIES MARITIMES.
Oct. 23, CHIVUES, American str., 1,177, Wm. Januison, Shanghai 19th Oct., General.—CHINESE.
Oct. 23, HAITAN, British str., 1,183, Roach, Fochow, Amoy and Swatow 22nd Oct., General.—DOUGLAS LARPAK & CO.
Oct. 23, KAIFONG, British str., 1,024, G. W. Pennfather, Cebu 18th October. Heap.—BUTTERFIELD & SWIRE.
Oct. 23, PAKSHAN, British str., 1,235, Jenkins, Bangkok 14th Oct., Rice.—BRADLEY & CO.
Oct. 23, YAWATA MARU, Jap. str., 2,360, A. E. Moss, Yokohama and Nagasaki 19th Oct., General.—NIPPON YUSEN KAISHA.
Oct. 23, HERMES, Norw. str., 849, Jensen, Hongry 20th Oct., Coal.—JARDINE, MATHESON & CO.
Oct. 23, LOYAL, German str., 1,237, Lorenzen, Bangkok 15th Oct., Rice.—SANDER, WIELE & CO.
Oct. 23, SHANTUNG, British str., 1,835, Quail, Sourabaya 3rd Oct. and Fukulongan 8th, Sugar.—BUTTERFIELD & SWIRE.

CLEARANCES.
AT THE HARBOUR MASTER'S OFFICE.
23RD OCTOBER.
Ajaz, British str., for Shanghai.
Akashi Maru, Japanese str., for Swatow.
Kwangle, British str., for Shanghai.
Loosch, German str., for Swatow.
Yuenang, British str., for Manila.
Choyang, British str., for Swatow.
Kutang, British str., for Singapore.
Chiyen, Amr. str., for Canton.

DEPARTURES.
Oct. 22, JENNY, Austrian str., for Kiachow.
Oct. 23, DOBIE, British str., for San Francisco.
Oct. 23, ELSE, German str., for Vladivostok.
Oct. 23, HONGKONG, French str., for Hainan.
Oct. 23, FEICHING, British str., for Hainan.
Oct. 23, MILOS, German str., for Hongry.
Oct. 23, JEANARA, British str., for Noumea (New Caledonia).
Oct. 23, KWANGLE, British str., for Shanghai.
Oct. 23, LOOSCH, German str., for Swatow.
Oct. 23, YUENSANG, British str., for Manila.
Oct. 23, CHIVUES, Amr. str., for Canton.
Oct. 23, CHOYANG, British str., for Swatow.
Oct. 23, KUTANG, British str., for Singapore.
Oct. 23, SICILIAN, British str., for Vladivostok.
Oct. 23, TONKIN, French str., for Shanghai.

VESSELS IN DOCK.
ABERDEEN DOCK.—Queen Margaret.
HONGKONG DOCK.—U.S.S. Monterey, Canton River, Administrator, Gwalior, Elita Nossack, Don Juan de Austria, Chingtu, Idzumi Maru, Belgian King.
COSMOPOLITAN DOCK.—Stanfield, Changshan.

SHIPPING REPORTS.
The British steamer *Monmuthshire*, from Manila 19th October, had light to moderate northerly breeze and fine weather to Tung Yung. From thence wind freshened to fresh northerly gale with high sea in Formosa Channel; off the Brothers wind moderated; moderate to light breezes to port.
The British steamer *Kaifong*, from Cebu 18th October, had light to moderate variable winds to 25 miles of Hongkong; thence to port fresh N.E. monsoon and high N.N.E. swell.
The American steamer *Chiyen*, from Shanghai 19th October, had light to moderate northerly breezes and fine weather to Tung Yung. From thence wind freshened to fresh northerly gale with high sea in Formosa Channel; off the Brothers wind moderated; moderate to light breezes to port.
The British steamer *Haitan*, from Fochow, Amoy and Swatow 22nd Oct., had strong N.E. monsoon, moderate sea and fine, clear weather to Amoy. From Amoy to Swatow moderate N.E. breeze and sea, fine and clear weather. From Swatow to port moderate N. to N.N.E. breeze and sea, fine and clear weather. Vessels in Fochow—*Sabine Rickmers*, *Hsin-yi*, *Glenfalloch* and *H.M.S. Iris*. In Amoy—*Kinkiang*. In Swatow—*Pao-yin*, *Tamui*, *Fookang*, *Shale*, *Choyang*, German cruiser *Bismarck* and two Dutch cruisers.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, nor the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
STATE OF MAINE, American ship, Colcord—Standard Oil Co.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SANDAKAN.
THE Company's Steamship
"MAUSANG."
Captain R. Cox will be despatched for the above port TO-DAY, the 24th inst. at NOON.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 17th October, 1900. [267]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR FOCHOW VIA SWATOW AND AMOY.
THE Company's Steamship
"AKASHI MARU."
Captain K. Suzuki will be despatched for the above ports TO-DAY, the 24th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 11th October, 1900. [2524]

THE H.A.L. Steamship
"SUEVIA."
Captain Forek will be despatched for the above ports TO-DAY, the 24th inst. at 4 P.M.
This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, 22nd October, 1900. [2710]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship
"WOOSUNG."
Captain Dawson will be despatched as above TO-DAY, the 24th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd October, 1900. [2717]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA DIRECT.
THE Company's Steamship
"MENMUIR."
Captain R. W. Almond will be despatched as above TO-MORROW, the 25th inst. at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
A doctor is carried.
For Freight or Passage, apply to
SHAW, TOMES & CO.,
General Managers.
Hongkong, 24th October, 1900. [2714]

FOR PORTLAND (OREGON) VIA JAPAN
(Booking Cargo for San Francisco and OVERLAND POINTS).
THE A.I. Steamship
"MONMOUTHSHIRE."
Captain Kennedy will be despatched on or about the 25th inst.
For Freight and Passage, apply to
T. M. STEVENS & CO.,
Agents.
Hongkong, 20th October, 1900. [2570]

PASSAGE
THE Steamship
"MONMOUTHSHIRE."
100 A.I. sailing FOR PORTLAND (OREGON), about the 25th inst.; has room for a few First Class Passengers at reduced rates.
Bookings for Interior Points and Europe. Stewardess and Surgeon carried.
Apply—
T. M. STEVENS & CO.,
4, Duddell Street.
Hongkong, 19th October, 1900. [2697]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI
STEAMERS TO SAIL ON
"COROMANDEL" (About 26th Oct.) Freight or Passage.
F. W. Vibert, R.N.R.
"CANTON" (About 26th Oct.) Freight or Passage.
C. F. Lockstone, R.N.R.
"MARSILLES and MALTA DIRECT" (27th Oct.) See Special Advertisement.
F. J. Cole
"BOMBAY" (About 1st Nov.) Freight or Passage.
G. M. Montford, R.N.R.

For Further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 3rd October, 1900. [1]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

(FREIGHT SERVICE). (FREIGHT SERVICE).
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, THURSO, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SARNIA	HAVRE & HAMBURG	About 2nd Freight and Passage.
Capt. Schlaefke	(London with transshipment in Hamburg)	November.
SUEVIA	HAVRE & HAMBURG	About 18th Freight.
Capt. Forek	(London with transshipment in Hamburg)	November.
AMERICA	HAVRE & HAMBURG	About 2nd Freight.
Capt. A. Wagner	(London with transshipment in Hamburg)	December.

* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.
For further particulars as to Freight, Passage, etc., apply to
CARLOWITZ & CO.,
AGENTS.
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 11th October, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—8,000 Tons—10,000 Horse-Power—Speed 10 knots.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
"EMPEROR OF CHINA." Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900
"EMPEROR OF INDIA." Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900
"EMPEROR OF JAPAN." Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal ports and ABOUT THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE of ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedar Street.
Hongkong, 20th September, 1900. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.
PRINZESS IRENE	WEDNESDAY	9th January, 1901.
PREUSSEN	WEDNESDAY	23rd January, 1901.
HAMBURG (Hamburg-America Linie)	WEDNESDAY	6th February, 1901.
SACHSEN	WEDNESDAY	20th February, 1901.
KIAUSCHOU (Hamburg-America Linie)	WEDNESDAY	6th March, 1901.

ON WEDNESDAY, the 31st day of October, 1900, at Noon, the Steamship "OLDENBURG" of the NORDDEUTSCHER LLOYD, Captain H. Prager, with MAILES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on Monday, the 29th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 30th October, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 30th October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
AGENTS.
Hongkong, 18th October, 1900. [8]

NIPPON YUSEN KAISHA (THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
INABA MARU	KOBE and YOKOHAMA	FRIDAY, 26th Oct., at Daylight.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 26th Oct., at 4 P.M.
A. E. Moss	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 27th Oct., at 4 P.M.
IDZUMI MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 2nd Nov., at Daylight.
M. J. Carnow		
SANUKI MARU	MOJI, KOBE and YOKOHAMA	SUNDAY, 4th Nov., at Daylight.
W. Townsend		

HIROSHIMA MARU
S. Yoshizawa
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, 18th October, 1900. [12]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.
INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTH PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
BRANFAR	3,601	W. Watt	November 10.
DUKE OF FIFE	3,821	J. S. Cox	November 24.
OLYMPIA	2,837	J. Traubridge	November 30.
QUEEN ADELAIDE	2,832	F. McNair	December 16.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.
Excellent accommodation. First class Table. DOCTOR and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.
The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; Tacoma to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.
The best route to the Klamath Gold Fields. Frequent sailings from Victoria and Tacoma to DRY and ST. MICHAEL.
Rates of Passage to other Ports on application.
A Special rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO., LIMITED,
General Agents.
Hongkong, 10th October, 1900. [10]

OCEAN STEAMSHIP COMPANY.

FOR LONDON (VIA SUEZ CANAL).
THE Company's Steamship
"IDOMENEUS."
Captain Riley will be despatched as above on TUESDAY, the 30th October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 27th September, 1900. [248]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"AJAX."
Captain Batt will be despatched as above on TUESDAY, the 27th November.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1900. [2088]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"AGAMEMNON."
Captain Nish will be despatched as above on TUESDAY, the 13th November.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd October, 1900. [2568]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT (TAKING CARGO AT LONDON LATER).
THE Company's Steamship
"TANTALUS."
Captain Gregory will be despatched as above on SATURDAY, the 17th November.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd October, 1900. [2646]

[ALL RIGHTS RESERVED.]

THROUGH SOUTH AFRICA.

[BY ANNOT BEID.]

IV.

THE DE BEERS MINES—MR. RHODES ON THE PROSPECT.

On the 23rd of February, 1900, the eleventh annual general meeting of shareholders in De Beers Consolidated Mines, Limited, was held at the Company's office. The Right Hon. Cecil J. Rhodes then presided, and said—

Gentlemen,—I have to make a few remarks upon the report for the year ending June 30th, 1899. You will observe that the profits amount to two millions of money—which is about equal to the amount earned during the preceding year—and we hope to be able to maintain that profit, and probably to increase it, as we believe that the enterprising Syndicate who purchase our diamonds will be able to give us a very remunerative price for the ensuing year. (Laughter and cheers.) I am assured that the diamond market is in a very uncertain position, but still there is the fact that all production has ceased during the past four months, and it seems probable that when our industry is renewed the world will make a satisfactory demand upon us for that article. I expect to be in London when the present diamond arrangement expires, and I am sure that the intelligence and consideration of the diamond Syndicate will assist me in making a profitable bargain—profitable to the Syndicate and profitable to our Shareholders. (Hear, hear.)

I may mention that the date on which the diamond contract expires is March 31st, and I hope about that period to have many interesting discussions with the Diamond Syndicate, because we must remember that the amount at stake is a very large one. The value of our production at the time we were besieged represented a sum of £4,300,000 per annum; and you will quite understand that in making a bargain of that magnitude you require to be very cautious and very impartial. However I feel certain that the members of the Syndicate—who are also largely interested in our industry—will display the same public spirit that has marked their conduct in previous negotiations, and with their assistance I have every hope that we shall get as good, or perhaps better, contracts in the future as we have done in the past, because we shall be enormously helped on this occasion by the fact that we have been besieged during four months, and that in consequence diamonds must be getting a little scarce in the world, though I am assured they are almost a drug in the market.

GOOD PROGRESS.

As regards the report which has been laid before you to-day I think you will agree with me that it is a satisfactory one. The yield per lead has been fairly maintained, and I may mention in connection with statements that have been made from time to time as to the contraction of the size of the mines, that though it is correct that we have not quite as many working claims in De Beers as formerly, the Kimberley Mine has maintained and I think increased its number of profitable claims; while in addition, I am pleased to state that the rise in the value of diamonds has rendered the Bultfontein and Dutoitspan Mines—originally acquired simply to prevent the undue flooding of the market—valuable, and as we propose to work both of them, we shall have in these an enormous asset in the near future. When it is borne in mind that, as against £25, and afterwards 26s. 6d. which we were receiving in the past, we are now getting 31s. per carat—that we shall receive in the ensuing year I cannot of course say, but it will not be a lesser price—I think it must be recognised that we have more than adequate compensation for the slight contraction in the working claims in De Beers Mine, and weighing one thing with another I think I am entitled to say that the general position of the Company has improved, and our affairs are in a most satisfactory condition. It is needless to say that our machinery is perfect, our shafts are in complete order, and as I do not think the mines suffered much harm during the few days that we were unable to pump them, we hope very shortly to be working our mines again.

IMAGINATIVE AND UNIMAGINATIVE SHAREHOLDERS.

You will have noticed in the report a few observations dealing with our various transactions with the Chartered Company, and in that connection I should like to put before you in simple language our present position. Shareholders may be divided into two classes—those who are imaginative and those who are certainly unimagined. To the latter class the fact of our connection with the Chartered Company has been for many years past a great trial. Human beings are very interesting. There are those of the unimagined type who pass their whole lives in filling money-bags and when they are called upon perhaps more hurriedly than they desire to retire from this world, what they leave behind them is often dissipated by their offspring on wine, women, and horses. Of these purely unimagined gentlemen, whose sole concern is the accumulation of wealth, I have a large number as my shareholders, and I now state for their consolation that the transaction with the Chartered Company is closed, and closed satisfactorily. The De Beers Company possesses no shares, it does not even hold a railway debenture in the Charter—every expense that you have advanced has been repaid in full and in addition you have received a great profit. The connection that remains is that the whole of the diamonds in the interior of Africa, wherever the Charter exists, now belong to the De Beers Company, who have practically acquired those rights without any payment. And so I trust that my unimagined shareholders will not continue to nag me about the transaction between the De Beers and the Charter, of which I was the

author, and which were rendered possible by that change in the Trust Deed which enabled us instead of dealing exclusively with diamonds to embark upon other undertakings in various parts of the world, and which was devised in order that De Beers Company might lend its assistance to the work of Northern extension. We have also, I am glad to say, the imaginative shareholder. To him I would say: "It is pleasant for you to consider that undertakings which were embarked upon in the spirit of what I may call the doctrine of ransom have turned out so successfully. Had they failed, I feel sure I should never have heard a word of reproach from you as to this trifle that we have spent of our great wealth to assist the work of opening up the North. We have now got the country developed far, far into the centre of Africa, largely through the means supplied by this commercial company." If I might go further and venture to draw a picture of the future, I would say that anyone visiting these mines 100 years hence, though he saw merely some disused pits, would, if he pushed his travels further into the interior, recognise the renewal of their life in the great European civilisation of the far North, and perhaps he would feel a glow of satisfaction at the thought that the immense riches which have been taken out of the soil have not been devoted merely to the decoration of the female sex. (Hear, hear.) And, so, for my part when the policy of this corporation is challenged, I always feel that it is no small thing to be able to say that it has devoted its wealth to other things besides the expansion of luxury.

RECENT ENTERPRISES.

We will pass from the imaginative and unimagined shareholder to some of the little enterprises which we have been able to undertake owing to the change in the Trust Deed. We have erected lately in the Colony a few places for cold storage. We found that a very enterprising firm had taken advantage of the loss of our cattle to establish a monopoly in meat against the interests of the general body of consumers. We thought it was wise, both for ourselves and for the people of the country, that we should deal with this matter and endeavour to check too gross a monopoly in the purchase and distribution of meat, which, as you know, is a staff of life for the people. The amazing thing about this meat Company is that it receives the sanction and approval of the African and Bond, and curiously enough in spite of their gross attack on our monopoly which is a monopoly of luxury, they seem to be warm and cordial supporters of a monopoly, in meat. The distinction between the luxury of diamonds and the necessity of meat I leave for you to consider. Finding ourselves troubled by European firms connected with the manufacture of dynamite, we have now started a dynamite factory in South Africa, because we felt that with a new State in the North daily developing its gold mines and with our own personal interests and our stake in Johannesburg it was time that some powerful Corporation should deal with the monopoly which existed in Europe. We have never known from year to year what price we should have to pay for our dynamite, but now we have created our own factory, and if the price demanded in Europe is in our opinion too high, we shall set to work and manufacture the explosive for ourselves. The cost is a mere bagatelle, and I feel sure that we have been right in undertaking the creation of this factory, which will tend to check too gross a monopoly.

THE PRICE OF DIAMONDS.

I have already dealt with the question of the future price of diamonds. I really do not know what price per carat will be offered to us, but, as I have said before, we may rest assured the price will not be an unhandsome one, and the increased price will add enormously, as you can understand to the value of our poorer mines. Already they are payable; they will become, with the gradual rise in the price of diamonds, increasingly payable, and they will allow us not to work our richest mines too rapidly. The De Beers and Kimberley Mines are only roughly 1,200 to 1,500 feet deep, and above these levels are several hundred feet of blue ground, and when you consider the experience in America and the extension of deep level enterprise which is going on in Johannesburg, are contemplating working 3,000 to 4,000 and even 5,000 feet below the surface of the ground. I think we may say that the question of the future of our mines is not a practical consideration; and we may practically look upon the life of our diamond mines as endless. That, gentlemen, is the real position. I really don't know what further I have to say. I might conclude briefly, and ask you to pass to the ordinary routine business, but we cannot forget that during the past four months we have not been miners; we have been warriors, fighting for the preservation of our homes and property.

(To be continued.)

LATEST STEAMER MOVEMENTS.

The O. S. S. steamer *Antenor* left Singapore on the 22nd inst., p.m., and is expected here on the 28th inst., a.m.

The Imperial German Mail steamer *Odenberg* left Kobe on Nagasaki and Shanghai on Sunday, the 21st inst., p.m., any may be expected here on or about Tuesday, the 30th inst.

The steamer *Glenaryshire*, from Sunderland, Middlebro and London, left Singapore on the 23rd inst., and is due here on or about the 29th inst.

The P. and O. steamer *Coromandel* left Singapore for this port on the 23rd inst. at 1 p.m., with the outward English mails, and is due here on the 28th inst. at about 6 p.m.

The P. & O. steamer *Java*, from China, arrived in London on Sunday afternoon, the 21st inst.

The N. P. steamer *Glenagle*, arrived at Tacoma from Japan and Hongkong on the 20th inst.

BEWARE

of the Party offering imitations of MACNIVEN & CAMERON'S PENS. They come as a boon and a blessing to men. The Pickwick, the Owl, and the Wrenley Pen. Sold at all Stationers.

MACNIVEN & CAMERON, Ltd., Waverley Works, Edinburgh. (1899-3)

CURIOUS STORY FROM PEKING.

A Peking correspondent writes to a contemporary:—The state of frenzy into which the Dowager-Empress was driven about the middle of last June is now explained in the following manner. It appears that Prince Tuan, in order to further his own aims, presented to her Majesty a document which he alleged to be an ultimatum drawn up by the foreign Ministers, which demanded (1) the complete retirement of the Dowager-Empress from position of ruler in China and the reinstatement of Kwang Hsu as Emperor; (2) the placing of Chinese finances under European control and the removal of the rest of the Government from Peking; and (3) the appointment of foreign advisers to six boards, in whose hands the affairs of the empire would be placed. Wang, Wei-chiao, Viceroy of Peking, and Heng Ching-chong, have both denied that they ever presented any such document, but Prince Tuan insisted that it came through Prince Fu-ha.

THE GERMAN CIRCULAR NOTE TO THE POWERS.

The following is the full text of the German Circular Note which last month was telegraphed to the German Imperial Embassies in London, Paris, St. Petersburg, Rome, Washington, and Vienna, and to the German Imperial Legation in Tokyo:—

"The Government of His Majesty the Emperor considers that a preliminary condition of entering upon diplomatic dealings with the Chinese Government is the surrender of those persons regarding whom it has been ascertained that they were the original and real instigators of those crimes against the law of nations which were committed in Peking. The number of the criminal instruments employed is too great; an execution en masse would be against the conscience of the civilized world. The circumstances of the case, moreover, involve the possibility of discovering even the whole of the group who were the ringleaders. The few, however, whose guilt is notorious ought to be delivered over and punished. The representatives of the Powers in Peking will be in a position to give or to obtain competent evidence in this investigation. The number of those who are to be punished is of less importance than their character as prime movers and ringleaders. The Government of His Majesty believes that it can reckon upon the unanimity of all the Cabinets on this point, since indifference to the idea of a righteous expiation would be equivalent to indifference to the reputation of the crime. The Government of His Majesty the Emperor, therefore, proposes to the Cabinets concerned that they should invite their representatives in Peking to designate those leading Chinese persons regarding whose guilt in respect of the instigation or perpetration of the crimes there can be no possible doubt.—BULOW."

Commenting on the Note, the *Times* Berlin correspondent says:—"I am led to infer that two conditions would render any agent of the Chinese Government acceptable to Germany when the proper moment for negotiations arrives. First, the agent or agents must have full authority and powers to negotiate; secondly, such person or persons must be clear of all complicity in the crimes which have been committed in Peking and elsewhere. Dr. Munz von Schweigenstein stated in explicit terms to Li Hung-chang, whose visit as a Viceroy he could not, in common diplomatic courtesy, refuse to receive, that his Government must decline to enter into negotiations until the criminals of Peking, whatever their position, were handed over to justice. There may, therefore, be some truth in the otherwise unworthy announcements of the Chinese Press of Shanghai to the effect that there are differences between the Powers on the one hand and Prince Ching on the other, in consequence of the preliminary demands of the former."

The *Times* itself in a leading article on the 19th ult. says:—

"Germany, we rejoice to see, takes upon the subject of China's offer to treat with the Powers, the exact position we have throughout urged the British Government to assume. We congratulate her heartily upon being the first to announce a policy in this respect worthy of a great nation, which we cannot help regretting that the British Cabinet hesitated to secure for themselves and for their country the honour of the initiative in vindicating the rights of civilization. . . . We cannot doubt that the line of action so firmly and clearly marked out in the German circular will commend itself to the judgment of all the Powers who are really pursuing commercial or missionary objects, and such objects alone, in the Chinese Empire. To visit with worthy punishment the authors of this unexampled crime. . . . But until now no specific suggestion for the attainment of this common purpose has been publicly advanced by any of the States concerned. The suggestion is now made by Germany, and while we could wish the credit of making it belonged to ourselves, we must own that there is a certain fitness in the fact that it proceeds from a State in the person of whose Minister the wrong designed, but not completed, against the other Powers was actually consummated. . . . The hard logic of the situation itself is so conclusive that we are satisfied it must convince all who face the facts with an open mind. If for any reason any of the commercial Powers should shrink from according to Germany in this matter the support she asks, and is entitled to receive, they will be injuring not their honour alone, but their own material interest in the long run."

The *Naval and Military Record* of the 20th ult. says: Gen. Sir G. D. Barker, K.C.B., who only next month will be retired on a pension, entered the army forty-seven years ago. He served in the Persian campaign of 1857, and throughout the Indian Mutiny saw considerable service. He fought at Cawnpore, and took part in the relief and defence of Lucknow. He was appointed D.A.Q.M.G. and at the termination of hostilities received the medal with two clasps and breast of Merit. After filling various positions, he became A. & G. at Devonport from 1884 to 1887, and four years later acted as Governor of Hongkong. In 1898 he was appointed Governor of Bermuda.

THE ALLEGED RUSSIAN MASSACRES IN MANCHURIA.

The accusations brought against the Russians of massacring the Chinese in Manchuria have been alternately affirmed and denied for some time. The *New York Evening Post* prints a letter from Stretensk, dated 8th August, from a Mr. Wright, of Oberlin College, Ohio, giving what purport to be details. The following passages are extracted from Mr. Wright's story:—

"The relations between the Chinese and the Russians had been cordial, and all had been going well until about last June, when the families of the engineers at Harbin were forced to flee for safety. Troops gathered from all directions to protect Harbin, but Blagovestchensk, left defenceless, was besieged. The Russians seemed oblivious of the danger threatening from their relations with the Chinese, but all was quickly changed. As soon as the Russians went down the river on transport on 14th July the forts at Aigun began, without any warning, to fire on passing steamboats, and on the next day some Russian villages were burned. The actual damage was slight, but the threat caused was indelible and drove the Cosacks to frenzy. The peaceful Chinese in the city, numbering from 3,000 to 4,000, were expelled in great haste, and, being forced upon rafts entirely inadequate for the passage of such numbers, they were mostly drowned in attempting to cross the river. The stream was fairly black with bodies for three days after. Hundreds were counted in the water on our ride through the country to reach the city. On the 15th we saw 30 Chinese villages and hamlets in flames. What we saw of the dwellings of 20,000 peaceable Chinese in flames on that day, while parties of Cosacks were scouring the fields for Chinese and shooting them down at sight. What became of the women and children nobody knows, but apparently there was no way for them to escape. On our way up the river for 500 miles above the city every Chinese hamlet was a charred mass of ruins. We were told that 4,000 Chinese were killed. This wholesale destruction of property and life was thought to be a military necessity."

INDIAN AND AFRICAN TROOPS AT BALMORAL.

The *Times* of the 20th ult. reports that the detachment of Yorubas and Madras sappers and miners, under the command of Captain Molosworth, which Her Majesty had graciously expressed her pleasure to inspect at Balmoral Castle on the 10th, spent Tuesday night in barracks at Aberdeen, leaving by an early train next morning for Balmoral. At the station an immense crowd had assembled to meet the men, who were received by Major Gilstrap, of the Queen's Guard. Magnificent weather prevailed, and after two hours' rest at the barracks the men were driven to Balmoral by Captain Molosworth, and his staff, in a motor car. The Queen and the Queen appeared in a landau drawn by two beautiful greys, and accompanied by Princess Henry of Battenberg and the Duchess of York, Her Majesty was received with a Royal salute. The troops were put through various evolutions, and the Queen seemed highly pleased with the appearance of the contingent. After a brief but close inspection, Her Majesty, addressing the men, said:—"I am very pleased to see you here. I am very proud of my Indian Army and watch with the greatest interest the excellent work they have been doing, not only in Africa, but also in China." The Queen's brief words were repeated by Captain Molosworth to the English-speaking non-commissioned officers of the Madras detachment, who in turn translated the speech to the men. After the inspection the men were entertained to dinner, the *men* having been carefully arranged to suit the customs of the different sections.

AN INTERESTING SUIT ABOUT A CHEQUE.

The Chief Justice of Ceylon and Mr. Justice Browne have been engaged in the Colombo Police Court hearing the arguments of counsel in a singularly interesting cheque case. The circumstances attending the suit, and the contention of counsel on both sides, are given in the *Ceylon Times* of the 8th inst. as follows:—

Some time in January, 1899, a leaf out of a cheque book of the defendant (a Chetty) was lost. Like most Chetties, the defendant had a number of cheques ready signed, and not filled up as to amount, date, and date. The leaf was stolen in Kandy by one Bahman Saibo, who came down to Colombo at once, and, filling the cheque up for Rs. 800 payable to himself, cashed it with the plaintiff (another Chetty). Bahman Saibo was subsequently criminally charged and convicted of forgery. Plaintiff is a Chetty who cashes cheques for a commission, which in this case was Rs. 13. On presenting the cheque for payment, the plaintiff discovered that the cheque was a forgery. But he of a Chetty paid value for it, and he now sues the defendant for the recovery of the amount. In the Kandy Court plaintiff lost his case and has appealed. Mr. Wendt appears for the plaintiff, and Mr. de Sampayo for the defendant. The question is, Who is liable for the cheque? The Chief Justice opined that the defendant was liable, because, by keeping signed cheques, he gave occasion for the forgery. Mr. Wendt replied that the defendant might be liable if he was negligent. In England a signed cheque would be negotiable, and Chetties who could not sign in English to go before the Manager and sign a number of cheques at a time. The Chief Justice said that if that was so, the Chetty might have taken the precaution of crossing the signed cheques. Mr. Wendt pointed out that would be difficult, inasmuch as when the Chetty desired to give a cheque to persons not having an account in the Bank, he would have to pay a commission. The Chief Justice did not see the difficulty. The expense of paying the commission was worth incurring in view of the security. The argument then turned upon technical points.

It is stated that the Government have been already offered prices for the underground mining rights in the Transvaal known as the Betsaraplaten, which will go a long way towards the cost of the war, and thus, to that extent, save the pockets of the British taxpayer. These are the rights which, by a timely notice, the Colonial Office prevented the late Transvaal Government from disposing of to speculators at Pretoria in the months of May and June last.

LIFE AND VIGOUR FOR THE HAIR.—The only article which really possesses nutritious virtues for stimulating, and restoring the hair, is ROWLAND'S MACASSAR OIL. It removes dandruff, hardiness, dryness, prevents the hair being injured by illness, and should always be used for children's hair; no other article imparts such a beautiful and dressy appearance to the hair as ROWLAND'S MACASSAR OIL, and if you have never used it, you are strongly advised to procure a bottle without delay, and continue to use it, it is also a golden colour for fair hair. Sold by Store and Chemists. (1892-3)

LATE TELEGRAMS.

NEWS VIA CYLON.

THE WAR IN SOUTH AFRICA.

A telegram from Pretoria states that Lord Roberts has issued a new proclamation, couched in strong and unambiguous language, that, unless ending and all other guerrilla practices cease immediately, the houses of leaders will be seized and burned, and all their goods confiscated. On the other hand, the proclamation says, directly all leaders make their surrender and submission and deliver up their rifles, peace will be declared. All prisoners-of-war, with a few exceptions, will be allowed to return to the peaceful possession of their homes and farms.

The impression here is that, when it is thoroughly understood that absolute surrender means peace, personal safety, and restoration of property, the war will be finished at once.

THE GENERAL ELECTION.

London, 4th October.

Most of the Opposition gains were won by Imperialists. The tendency of Unionist majorities to increase was less marked yesterday, except in London, where the minorities were enormous.

The journals of both parties profess satisfaction at the results.

Captain the Hon. H. Lambton has been defeated for Newcastle, being in a minority of 4,600.

London, 5th October.

The *Times* says that the extraordinary demonstration of confidence in the late Government displayed in the centres of population is unparalleled, and there is little ground for the contention that the success of the Unionists is due to the time chosen for the dissolution. Most striking is the decided change of feeling in North-eastern England.

The *Daily News* attributes the losses to the misunderstanding to which the attitude of some of the Liberals has exposed the whole party.

London, 6th October.

The elections for Boroughs are now complete. The polls show that where the Liberals made a good fight, the candidates were earnest Imperialists. The suspicion that Liberal Imperialists would be thwarted by the other sections of their own party is believed largely to account for Captain Lambton's and other failures.

Lord Stanley, Conservative, has been re-elected for West Houghton.

EXPORT CARGO.

Per P. & O. steamer *Bengal*, sailed on the 13th October. For London—102 bales raw silk, 40 bales waste silk opt. Manchester, 6 cases silk, 10 cases bristles, 2 cases bird feathers, 2 cases hair, 2 cases China ink, 1 case glass cloth, 8 cases signs from Manila. For Mag. Chester—1 bale waste silk. For Milan—10 bales raw silk. For Lyons—705 bales raw silk. For Marseilles—546 bales raw silk, 200 bales waste silk, 133 bales pierced cocoons, 1 case silk, 15 cases hair.

"RUGBY FOOTBALL,"

BY ARTHUR J. GOULD

(WHO HAS PLAYED IN TWENTY-SEVEN INTERNATIONAL MATCHES).

THE following SPECIAL ARTICLES are now appearing weekly in the *Hongkong Daily Press*—

- 4.—FOUR THREE-QUARTERS V. THREE.
 - 5.—GREAT PLAYERS OF THE PAST.
 - 6.—GREAT PLAYERS OF THE PRESENT.
 - 7.—THE NORTHERN UNION'S EFFECT ON THE GAME.
 - 8.—IS RUGBY FOOTBALL DEGENERATING?
- Hongkong, 10th October, 1900. [2620]

NOTICE.

THE "BOA VISTA" HOTEL have been appointed AGENTS for the *Hongkong Daily Press*, *Hongkong Weekly Press*, and the *Chronicle and Directory for China, Japan, &c.*, at Macao, and they are authorized to collect all accounts due to the *Daily Press* Office on and after this date.

A. CUNNINGHAM, Manager.

Hongkong, 4th October, 1900. [2537]

JACK A YOUNG & CO., Nos. 76 & 78, DES VUEX ROAD (OLD PRATA CENTRAL).

NOTICE is hereby given that WING KIT and A TYE are no longer connected with the above firm, both having been dismissed as foremen. On and after the 22nd September we shall not be responsible for their liabilities or their dealings, &c., &c.

Customers are respectfully requested, henceforth, to communicate direct with this firm, or through our Assistants who are authorized to go on board vessels for orders for gear, &c., &c.

Dated Hongkong, 22nd September, 1900. [2488]

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